

Chapter 5 Mitigation Monitoring Plan

**ENVIRONMENTAL MITIGATION MONITORING
AND REPORTING PROGRAM**

**The City of Riverside
2025 General Plan,
Zoning Code Update, Subdivision Code Update,
Citywide Design Guidelines, and Magnolia Avenue Specific Plan**

Date of Adoption by the City of Riverside:

Project Files May Be Reviewed at:

City of Riverside Planning Department
3900 Main Street, 3rd Floor
Riverside, CA 92522

**Environmental Mitigation Monitoring
and Reporting Program for the
City of Riverside 2025 General Plan,
Zoning Code Update, Subdivision Code Update,
Citywide Design Guidelines, and Magnolia Avenue Specific Plan**

Section 1: Authority

This Environmental Mitigation Monitoring and Reporting Program has been prepared pursuant to Section 21081.6 of the California Environmental Quality Act, known as CEQA (Public Resources Code Section 21000 et seq.), to provide for the monitoring of mitigation measures required of the City of Riverside 2025 General Plan, Zoning Code Update, Subdivision Code Update, Citywide Design Guidelines, and Magnolia Avenue Specific Plan, as set forth in the Final Program Environmental Impact Report (Final PEIR) prepared for the project. This report will be kept on file in the offices of the City of Riverside Planning Department, 3900 Main Street, 3rd Floor, Riverside, CA 92522.

Section 2: Monitoring Schedule

City staff will monitor compliance with the provisions of this program. City staff will prepare or cause to be prepared reports identifying compliance with mitigation measures. Such reports may consist of, as appropriate, annual General Plan monitoring reports submitted to the City Council or other City decision making bodies.

Section 3: Changes to Mitigation Measures

Any substantive change in the monitoring and reporting plan made by City staff shall be reported in writing to the Planning Director. Reference to such changes shall be made in the yearly Environmental Mitigation Monitoring Report prepared by City staff. Modifications to the mitigation measures may be made by City staff subject to one of the following findings, documented by substantial evidence included in the record:

- a. The mitigation measure included in the Final PEIR and the Mitigation Monitoring and Reporting Program is no longer required because the significant environmental impact identified in the Final PEIR has been found not to exist, or to occur at a level which makes the impact less than significant as a result of changes in the project, changes in conditions of the environment, or other factors.

OR

- b. The modified or substitute mitigation measure to be included in the Mitigation Monitoring and Reporting Program provides a level of environmental protection equal to or greater than that afforded by the mitigation measure included in the Final PEIR and the Mitigation Monitoring and Reporting Program; and

The modified or substitute mitigation measure does not have significant adverse effects on the environment in addition to or greater than those which were considered by the City Council and other responsible decision making bodies in their decisions on the Final PEIR and the General Plan project; and

The modified or substitute mitigation measures are feasible, and the City, through measures included in the Mitigation Monitoring and Reporting Program or other City procedures, can assure their implementation.

Section 4: Support Documentation

Findings and related documentation supporting the findings involving modifications to mitigation measures shall be maintained in the project file with the Mitigation Monitoring and Reporting Program and shall be made available to the public upon request.

Section 5: Format of Mitigation Monitoring Matrix

The mitigation monitoring matrix on the following pages identifies the environmental issue areas for which monitoring is required, the required mitigation measures, the time frame for monitoring, and responsible monitoring agencies.

Impact	Mitigation Measures	Time Frame/ Monitoring Milestone	Responsible Monitoring Party
Air Quality – PM10			
<p>Development pursuant to Project policies and regulatory standards will generate additional emissions over time from both stationary sources and vehicular trips.</p> <p>For all pollutant categories except PM₁₀, long-term pollutant emissions 2025 are projected to decrease relative to existing year 2004 conditions. A possible explanation for PM₁₀ increasing through 2025 is a lack of specific legal control measures for this pollutant. PM₁₀ will continue to be emitted from diesel exhaust and tire wear, which are difficult to regulate. Levels of PM₁₀ have exceeded State standards regularly in the past and are expected to continue exceeding these standards in the future.</p> <p>Therefore, long-term PM₁₀ air quality impacts resulting from implementation of the Project will be significant and mitigation is required. Although individual projects will be reviewed pursuant to CEQA, because Riverside is located within a non-attainment air basin, the potential impact will remain significant and unavoidable at both the project- and cumulative-levels.</p>	<p>Mitigation is required to reduce PM10 emissions. Policies within the General Plan Air Quality Element will facilitate continued City cooperation with SCAQMD and SCAG to achieve regional air quality improvement goals, encourage alternative transportation modes and implement transportation demand management strategies. In addition to these policies, the following mitigation measures will further reduce PM10 air quality impacts:</p> <p>AQ-1 In accordance with AQMD Rule 403, the City will require the following measures to be taken during the construction of all projects to reduce the amount of dust and other sources of PM₁₀:</p> <ul style="list-style-type: none"> ▪ Dust suppression at construction site using surfactants and other chemical stabilizers ▪ Wheel washers for construction equipment ▪ The watering down of all construction areas <p>AQ-2 The City will continue to implement effective citywide street sweeping.</p> <p>AQ-3 The City will use Best Available Control Technology in the City's practices, including but not limited to advanced diesel particulate traps on all City vehicles and purchase and use of aqueous diesel fuel vehicles.</p> <p>AQ-4 The City will adopt and implement a dust control ordinance for the purpose of establishing minimum requirements for construction and demolition activities and other specified sources in order to reduce man-made fugitive dust and the corresponding PM₁₀ emissions.</p> <p>AQ-5 The City will work to divert commercial truck traffic to off-peak periods to alleviate non-recurrent congestion as a means to improve roadway efficiency and reduce diesel emissions.</p>	<p>Monitoring will occur on a project-by-project basis over the lifetime of the General Plan.</p>	<p>Riverside Planning Department</p> <p>Riverside Building Department</p> <p>Riverside Public Works Department</p>

Impact	Mitigation Measures	Time Frame/ Monitoring Milestone	Responsible Monitoring Party
	<p>AQ-6 The City will adopt incentives, regulations and/or procedures to manage paved and unpaved roads and parking lots so they produce the minimum practicable level of particulates.</p> <p>AQ-7 The City will collaborate with the EPA, SCAQMD and/or warehouse owners and operators to create regulations and programs to reduce the amount of diesel fumes released due to warehousing operation.</p>		
<i>Air Quality – Cumulative Impacts</i>			
<p>The Planning Area is located within the South Coast Air Basin, where pollutant levels regularly exceed state and federal air quality standards. The basin is identified as a nonattainment area with regard to meeting federal standards for ozone (O3) and respirable particulate (PM10). Future development in the Planning Area will continue to add pollutants to the atmosphere from both transportation and stationary sources. Potential cumulative air quality impacts will be partially reduced through implementation of the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan and policies and programs contained in local General Plans, including the Air Quality Element of the Riverside General Plan. In particular, land use and transportation policies that encourage more compact development near transit centers will reduce mobile source emissions relative to conditions absent such policies. However, since the combined emissions from development in the Planning Area will continue to exceed state and federal standards.</p> <p>The Project’s contribution to cumulative air quality impacts will be significant and remains unavoidable.</p>	<p>No feasible mitigation is available. The significance of impacts to air quality resulting from specific future development projects will be determined on a project-by-project basis. If project-level impacts are identified, specific mitigation will be required per CEQA.</p>	<p>Monitoring will occur on a project-by-project basis over the lifetime of the General Plan.</p>	<p>Riverside Planning Department</p> <p>Riverside Building Department</p> <p>Riverside Public Works Department</p>

Impact	Mitigation Measures	Time Frame/ Monitoring Milestone	Responsible Monitoring Party
Noise – Cumulative Impacts			
<p>Development pursuant to land use policies will contribute to an increase in traffic noise along freeways, major arterials and railways. The analysis in the EIR accounts for ambient regional traffic growth as well. Noise associated with planned operations for Riverside Municipal Airport, Flabob Airport and March Air Reserve Base/March Inland Cargo Port are also projected to increase. Cumulative noise levels along these transportation methods will result in the continued exposure of some residential areas to noise levels inconsistent with the City's noise/land use compatibility criteria. Interior noise levels of future residential development projects in these areas will be required to be reduced to at least 45 d(B)A, consistent with State Title 24 (Health and Safety Code) requirements. However, exterior sound levels cannot be mitigated.</p> <p>The Project could facilitate development along regional freeways and major arterials where regionally generated traffic is a substantial source of future noise.</p>	<p>The EIR analysis concluded that land use compatibility impacts at some locations due to increased noise levels cannot be mitigated.</p>	<p>Each project will be assessed on a case-by-case basis to determine compatibility and to build in noise-mitigating features as appropriate.</p>	<p>Riverside Planning Department</p> <p>Riverside Building Department</p>
Public Services – Libraries			
<p>In order for the City to achieve library service that is deemed "acceptable" by the City's own measurement standards, the City will need to plan for additional library facilities above those already planned and ensure that facilities have sufficient volumes, hours of operation, staff and other features to ensure compliance with the City's standards. Such plans are beyond the scope of the project; mitigation is thus not feasible. Impacts to library facilities will remain significant and unavoidable.</p>	<p>The City will continue to collect a library parcel tax through year 2012, the year in which the voter-approved tax expires. After year 2012, no mitigation is in place to help the City achieve its established service standards.</p>	<p>Annual collection of library parcel tax through year 2012</p>	<p>City Manager's office</p>

Impact	Mitigation Measures	Time Frame/ Monitoring Milestone	Responsible Monitoring Party
Transportation/Traffic – Cumulative Impacts			
Development consistent with Project implementation will facilitate new growth in the Planning Area that will generate additional roadway traffic within the Planning Area and the region. Analysis has shown that several roadway segments and intersections within the Planning Area will operate at an unacceptable LOS with Project implementation. In addition, Project implementation will contribute to additional traffic on the regional freeways that traverse the Planning Area. Adherence to and implementation of Project objectives and policies will help ameliorate potential traffic impacts Citywide at a programmatic level.	T-1 The City will monitor traffic levels along roadway linkages projected to operate at unacceptable levels at Project buildout. As level of service measurements appear poised to be worse than LOS “D”, the City will identify any potential additional intersection and roadway improvements that would improve localized LOS, implementing all such improvement deemed feasible.	Over the life of the General Plan	Riverside Public Works Department
Geology/Soils			
Implementation of the Project will result in additional structures and people within the Planning Area that will be potentially exposed to geologic and/or soils/erosion hazards. During the construction phase of subsequent development projects, grading could temporarily expose soil surfaces to erosion through storm water runoff and wind. Long-term soil loss could also occur from the increased peak flows and additional runoff produced by paved or landscaped surfaces in the Planning Area. Uncontrolled flows could result in scouring or downcutting of stream channels where runoff velocities and volumes are high. This is considered a potentially significant impact.	<p>GS-1 Geologic and/or geotechnical studies shall be required for proposed new development projects located in areas identified as susceptible to erosion; binding mitigation strategies must be adopted. These areas are generally identified on Figures 5-7 and 5-9 in the Final Program EIR and include areas with soil limitations, as indicated in Table 5.6-1 in the Final Program EIR. In addition, the City may require individual development applicants to incorporate measures to stabilize and maintain slopes on a site-by-site basis.</p> <p>GS-2 Continually update development standards and adopt the latest building construction codes to guide future development in areas with known geologic and seismic-related hazards.</p>	Over the life of the General Plan	<p>Riverside Building Department</p> <p>Riverside Planning Department</p>

Impact	Mitigation Measures	Time Frame/ Monitoring Milestone	Responsible Monitoring Party
<i>Hydrology/Water Quality</i>			
The City will require that each individual development project comply with existing Regional Water Quality Control Board and City stormwater regulations, including compliance with NPDES requirements related to construction and operation measures to prevent erosion, siltation and transport of urban pollutants.	<p>HW-1 Prior to making land use decisions, the City will require project applicants to utilize available methods to estimate increases in pollutant loads and flows resulting from future development subject to NPDES regulations. In addition, project applicants shall demonstrate accomplishment of the following NPDES objectives:</p> <ul style="list-style-type: none"> ▪ Use of structural and non-structural Best Management Practices (BMPs) to mitigate projected increases in pollutant loads and flows ▪ Minimize pollutant loading flow velocity during and after construction ▪ Minimize amounts of impervious surfaces and directly connected impervious surfaces ▪ Maximize on-site infiltration and runoff and temporary on-site retention areas ▪ Limit disturbance of natural water bodies and natural drainage systems ▪ Pollution prevention methods, source controls and treatment using small collection strategies located at or as close as possible to the source 	Over the life of the General Plan	<p>Riverside Building Department</p> <p>Riverside Public Works Department</p>
<i>Land Use and Planning – Conflicts with Redevelopment Plans</i>			
The General Plan Land Use and Urban Design Element describes and maps the City's redevelopment project areas. Authority conferred upon the City's redevelopment agency by state redevelopment law will be an important tool in achieving many of the General Plan's objectives.	<p>LU-1 The City will review redevelopment plans and amend the plans as necessary to ensure consistency with General Plan policies and land use designations.</p>	Over the life of the General Plan	Riverside Development Department

Impact	Mitigation Measures	Time Frame/ Monitoring Milestone	Responsible Monitoring Party
<p>However, the Project proposes land use changes within redevelopment areas. Within the Arlington Project Area, the General Plan proposes the new Mixed-Use – Village land use designation. The Downtown Specific Plan and the Mixed-Use – Neighborhood, Mixed-Use – Village and General Commercial land use designations are proposed within the Magnolia Center Project Area. A small portion of the High Grove Project Area is designated for Industrial land use. Finally, Mixed-Use – Urban and Mixed-Use –Village land use designations are proposed within the University Corridor Project Area. Existing redevelopment project plans may not be consistent with these proposed land uses. This is a potentially significant impact.</p>			
Public Services – Fire/Emergency Services			
<p>Due to the total projected population of 376,254 people at buildout of the Project, the Riverside Fire Department (RFD) will need additional facilities and personnel in order to adequately serve the community. With the increase in population and new development, additional fire/emergency services, and new or expanded facilities will be required to provide acceptable service levels. As portions of Riverside’s sphere of influence are annexed to the City, demands upon the RFD will increase. Impacts in this regard are thus potentially significant.</p>	<p>PS-3 As part of the annual budgeting process, the City will assess the need for additional fire service and emergency personnel to provide protection services consistent with established City service levels and commensurate increases in population. Funding for new Fire Department facilities has been approved through recent local approval of a bond measure. Other funding typically comes from the City’s General Fund. Any and all facilities will be subject to CEQA review, with mitigation measure applied at the site-specific level to address impacts.</p>	<p>Annually over the life of the General Plan</p>	<p>Fire Department Police Department City Manager’s Office City Council</p>

Impact	Mitigation Measures	Time Frame/ Monitoring Milestone	Responsible Monitoring Party
Public Services – Police Services			
<p>Development pursuant to Project policies and regulatory standards will result in the addition of up to 38,100 dwelling units and 39.6 million square feet of non-residential construction over the 20 year horizon of the General Plan. Due to the total projected population of 376,254 people at buildout of the Project, the Riverside Police Department (RPD) will need additional officers to serve the community. With the increase in population and new development, additional police services, and new or expanded facilities will be required to provide acceptable service levels. As portions of Riverside’s sphere of influence are annexed to the City, demands upon the RPD will increase. Impact is potentially significant.</p>	<p>The following mitigation measures are required to mitigate any impacts associated with the construction of new police facilities needed to provide adequate police services in the future:</p> <p>PS-1 As part of the annual budgeting process, the City will assess the need for additional sworn and non-sworn police officers to provide protection services consistent with established City service levels and commensurate increases in population, and to provide adequate facilities to house those officers. Any and all facilities will be subject to CEQA review, with mitigation measure applied at the site-specific level to address impacts.</p> <p>PS-2 The City will review development proposals for sensitivity to Crime Prevention Through Environmental Design (CPTED) principles. Design features will be required that employ adequate lighting for public areas.</p>	<p>Annually over the life of the General Plan</p>	<p>Police Department City Manager’s Office City Council</p>
Aesthetics – Light and Glare			
<p>Riverside is largely urbanized with substantial existing sources of light and glare; however, development within the Planning Area has the potential to create new sources of light associated with the introduction of headlights from additional traffic and new nighttime lighting. In addition, new structures allowed under the proposed General Plan could be a significant source of new glare if they incorporate reflective building materials. Depending upon the location and scope of individual development projects, the impact to surrounding uses could be significant.</p>	<p>No mitigation is required at the programmatic level.</p> <p>Existing City standards and practices regarding minimization of light and glare impacts will continue to be applied generally or to individual development proposals as appropriate. These practices are independent of Project adoption.</p>	<p>Over the life of the General Plan</p>	<p>Planning Department Building Department</p>